J. TRANSPORTATION AND TRAFFIC

ENVIRONMENTAL SETTING

Regional freeways in the project vicinity include the Santa Monica (I-10), San Diego (I-405), Anderson (I-105), and Marina (State Route 90) freeways. I-10 provides an east-west link to downtown Los Angeles. Interstate 405 is the major north-south link in west Los Angeles. Interstate 105 connects with Imperial Highway on the south side of Los Angeles International Airport (LAX). State Route (SR) 90 provides an east-west link from I-405 to MDR.

Several arterials and local streets serve the PDR lots. The arterials include Manchester Avenue (SR 42), Lincoln Boulevard (SR 1), Culver and Jefferson Boulevards (to the north), and Pershing Drive. Manchester Avenue is an east-west road that provides the primary connection from the PDR lots (on local residential streets) to the overall roadway network (eastward to Lincoln Boulevard and I-405, and westward to Pershing Drive). Lincoln Boulevard is a north-south roadway in the project area that connects with Sepulveda Boulevard at LAX to the south and extends north into MDR, Venice, and Santa Monica. Culver and Jefferson Boulevards are diagonally oriented, east-west roadways north of the PDR lots and connect PDR and coastal areas farther west with Culver City and the I-405 freeway. Pershing Drive is a north-south road that connects Manchester Avenue with Culver Boulevard to the north and Westchester Parkway to the south.

The clusters of lots within the PDR project area are served by a series of local roadways whose primary connection to the roadway network is Manchester Avenue. The local streets include Falmouth Avenue, Calabar Avenue, 79th through 83rd Streets, Saran Drive, and Gulana Avenue.

The MDR Peninsula / Venice area is served by a number of arterial and local streets. The arterials include Pacific Avenue, Washington Street/Boulevard (to the north), and Lincoln Boulevard (to the east). Pacific Avenue is a north-south street that extends from the Marina Peninsula to Venice and Santa Monica. Washington Street/Boulevard is an east-west street that begins at Pacific Avenue and runs east to Culver City and beyond. Lincoln Boulevard (SR 1) is a north-south street in the project area that connects with Sepulveda Boulevard at LAX to the south and extends north into Santa Monica. The two lots in the MDR project area are north of Union Jack Street, between Speedway Avenue and Venice Beach on the MDR Peninsula.

APPLICABLE REGULATIONS, PLANS, AND POLICIES

THE COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

The *Coastal Transportation Corridor Specific Plan* was adopted by the City of Los Angeles in September 1993. The plan is intended to guide development and provide a mechanism to fund specific transportation improvements due to impacts generated by the projected new commercial and industrial development within the corridor. Relevant policies include the following:

- **Section 5.A.1:** Prohibition. No building, grading or foundation permit for a project shall be issued until the [Los Angeles] Department of Transportation and the City Engineer have certified completion of mitigation measures required by this section, or that their completion has been guaranteed to the satisfaction of these departments.
- **Section 5.A.2.a:** Exemptions. Single-family dwelling projects.
- **Section 5.C.1.b**: The Department of Transportation shall establish the number of trips for a project. When a project includes a use not listed in Appendix A or more than one use, then the Department shall use reasonable methods to establish the appropriate number of trips for that use.
- **Section 5.C.2:** Prior to the issuance of any building, grading, or foundation permit, the Department of Transportation shall determine that the applicant has submitted the application and paid the fee [based on the number of project-generated trips].
- **Section 5.D.3:** The Department of Transportation shall require that mitigation measures be undertaken or guaranteed to reduce the transportation impacts of a project.
- Section 6.A.1: Prior to the issuance of any building, grading, or foundation permit, an applicant shall pay or guarantee a Transportation Impact Assessment (TIA) Fee to the Department of Transportation. The TIA Fee shall be for the purpose of funding the transportation improvements listed in Appendix B of the Specific Plan.

SIGNIFICANCE CRITERIA

According to the CEQA Guidelines, a project may be deemed to have a significant effect on the environment if it would cause:

- An increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system;
- Hazards to safety from design features or incompatible uses;
- Inadequate emergency access or access to nearby uses; or
- Insufficient onsite or offsite parking capacity.

The Coastal Transportation Corridor Specific Plan exempts single-family dwelling projects from its standards. All other land uses must adhere to the significance criteria laid out in the Specific Plan. A transportation impact is measured either as an increase in the volume/capacity (v/c) ratio at an intersection, an impact on streets between intersections, or an increase in the number of average daily vehicles on a local residential street. The impact is determined by the Los Angeles Department of Transportation.

ENVIRONMENTAL IMPACTS AND MITIGATION

Impact J.1: Future development would add vehicle trips to local roadways. (Less than significant with recommended mitigation)

Previous traffic studies conducted in the project area evaluated traffic levels at major intersections. The most recent studies indicated that, with one exception, a.m. (morning) and p.m. (evening) peak-hour intersection levels of service (LOS) are generally LOS D or better (v/c ratio of 0.88 or lower). The exception is the intersection of Manchester Avenue / Lincoln Boulevard, which was found to operate at LOS E (v/c ratio of 0.91) during the p.m. peak hour.

It is assumed that the lots with residential zoning controls would be developed as single-family or multifamily housing, as appropriate to those zoning controls. For these lots, the estimated traffic generation is 334 trips per day (ITE, 1997). The future use on the one project lot in the PDR area that is zoned commercial has not been established. Assuming that the commercial use would be a specialty retail center (trip generation per 1,000-gross-square-foot area), estimated traffic generation is 488 trips per day, 31 during the p.m. peak hour (ITE, 1997). The estimated total traffic generation from development of the PDR and MDR lots is 822 trips per day. Construction on the project lots would also generate increased traffic on area roadways. However, those increases would be temporary and dispersed over the network of roadways serving the project area.

According to the *Coastal Transportation Corridor Specific Plan*, residential dwellings are exempt from its provisions. The Specific Plan applies only to commercial, manufacturing, and automobile parking zones. Thus, 35 of the 36 lots located in PDR and MDR would be exempt due to their residential zoning and the nature of the presumed development (i.e., residential dwellings).

The major roadway most likely to be used by residents to get in and out of the PDR project area is Manchester Avenue. Manchester Avenue is designated as a Major Highway–Class II and has an average capacity of 36,000 vehicles per day. The City of Los Angeles assesses changes in roadway levels of service on the basis of the percent increase in traffic volumes, with increasingly lower thresholds of percent increase depending on the prevailing (pre-project) level of service. For example, the impact threshold for roadways operating at LOS C is a project-generated 4 percent increase in roadway traffic volume; at LOS D is a 2 percent increase; and at LOS E is a 1 percent increase. Preliminary assessment of the trip-generating potential associated with the lots proposed for sale indicates a significant impact could occur if the one commercially zoned lot (Cluster 5) were developed with a traffic-intensive use.

Recommended Mitigation Measure J.1: A trip generation study shall be performed by the developer of the commercial property located in Cluster 5, in adherence with the City of Los Angeles Department of Transportation criteria. (Recommended for Future Development)

| Significance after | Recommended | Mitigation: | Less | tnan s | significant. |
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4.J-3

Impact J.2: Future development project construction would result in temporary increases in truck traffic and construction worker traffic. (Less than significant with recommended mitigation)

Construction activities that would generate offsite traffic include the initial delivery of construction vehicles and equipment to the future development site, the daily arrival and departure of construction workers, the delivery of materials throughout the construction period, and removal of construction debris. Deliveries would include shipments of concrete, lumber, and other building materials for onsite structures, utilities (e.g., irrigation and plumbing equipment, electrical supplies), paving, and landscaping.

Construction-generated traffic would be temporary and intermittent and thus would not result in any long-term degradation in operating conditions on any project roadways. Construction-related traffic would lessen the capacities of project area streets because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles. However, given the proximity of the project site to major arterials (Manchester Avenue, Lincoln Boulevard, and Pershing Drive) and to regional freeways (I-10, I-405, and I-105), construction trucks would have relatively easy and direct routes. Most construction traffic would be dispersed throughout the day. Thus, the temporary increase would not significantly disrupt daily traffic flow on any of the project area roadways.

The 36 lots proposed for sale would be sold to several different entities or individual owners and are not likely to be developed simultaneously. However, for analysis purposes it was assumed that all of the lots would be developed at the same time, or at least within a short period of time. Under this development scenario, the project could have some adverse effects on traffic flow in the project area.

Recommended Mitigation Measure J.2: Construction contractors shall implement measures such as limiting the transport of construction materials and equipment to off-peak traffic periods, as required by the City of Los Angeles. (Recommended for Future Development)

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| Significance after Recommended Mitigation: | Less than significant. |

Impact J.3: Future development could increase interaction between motorists, bicyclists, and pedestrians. (Less than significant).

The future development on the lots proposed for sale would increase vehicle trips as well as pedestrian traffic in the project area, thus increasing the potential for interaction between these travel modes. However, the lots proposed for sale are in neighborhoods that have established circulation systems, and the future development would be designed to avoid conflicts between vehicles, pedestrians, and bicycles.

| Mitigation: None required. |
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| Impact J.4: Future development could result in inadequate emergency access for the 36 lots proposed for sale. (Less than significant) |
| The lots proposed for sale are located along major roadways. Based on site inspection of the 36 lots, the development of the lots proposed for sale would not block emergency access or disturb traffic patterns. Therefore, the impact of future development would be less than significant. |
| Mitigation: None required. |
| Impact J.5: Future development would generate the need for onsite parking. (Less than significant with recommended mitigation) |
| The residential developments surrounding the MDR and PDR lots contain designated parking areas. Assuming the residential lots proposed for development would comply with the Municipal Code, which requires two parking spaces per dwelling unit, the parking demand associated with the new houses would be satisfied by onsite parking. A significant impact could occur if the one commercially zoned lot did not supply sufficient onsite parking. Commercially zoned property is required by the Municipal Code to have two parking spaces for every 1,000 square feet. Assuming the development of a 12,000-square-foot building, 24 parking spaces would be required. |
| Recommended Mitigation Measure J.5: The developer of the commercial property shall provide adequate onsite parking, in accordance with the City of Los Angeles Municipal Code requirements. (Recommended for Future Development) |
| Significance after Recommended Mitigation: Less than significant. |
| CUMULATIVE IMPACTS |

Impact J.6: In combination with other development projects in the area, future development would add vehicle trips to local roadways. (Less than significant with recommended mitigation)

Future owners of the surface rights would be assumed to develop the lots. All development would occur in accordance with local policy and would be subject to review by the City and County of Los Angeles. The 36 undeveloped lots would be sold to several different entities or individual owners and would not likely be developed simultaneously. However, for analysis

purposes it was assumed that all of the lots would be developed at the same time, or at least within a short period of time.

As described under Impact J.1, it is assumed that the lots with residential zoning controls would be developed as single-family or multifamily housing, as appropriate to those zoning controls, and that the future use on the one project lot in the PDR area that is zoned commercial would be (for purposes of this EIR) specialty retail center. The estimated total traffic generation from development of the PDR and MDR lots is 822 trips per day.

According to the *Coastal Transportation Corridor Specific Plan*, residential dwellings are exempt from its provisions. The Specific Plan applies only to commercial, manufacturing, and automobile parking zones. Thus, 35 of the 36 lots located in PDR and MDR would be exempt due to their residential zoning and the nature of the presumed development (i.e., residential dwellings).

The City of Los Angeles assesses changes in roadway levels of service on the basis of the percent increase in traffic volumes, with increasingly lower thresholds of percent increase depending on the prevailing (pre-project) level of service. For example, the impact threshold for roadways operating at LOS C is a project-generated 4 percent increase in roadway traffic volume; at LOS D is a 2 percent increase; and at LOS E is a 1 percent increase. Preliminary assessment of the tripgenerating potential associated with the project lots indicates that the contribution to the tripgeneration of the future development of the commercially zoned lot could be cumulatively considerable.

Recommended Mitigation Measure J.6: Implement Mitigation Measure J.1. (Recommended for Future Development)

| Significance after Recommend | led Mitigation: | Less than | significant |
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REFERENCES – Transportation and Traffic

City of Los Angeles, *Coastal Transportation Corridor Specific Plan*, Ordinance No. 168,999, September 22, 1993.

Institute of Transportation Engineers (ITE), Trip Generation (6th Edition), 1997.